



1300

Official Publication of The Minnesota Transportation Museum, Inc.



**MINNEGAZETTE**

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## THE COVER

A candid vignette from the lazy days of summer '74 catches riders boarding #1300 for a pleasant evening ride. During the Como-Harriet's relatively short four-month weekend operating season, old '1300' carried approximately 50,000 patrons on a uniquely historic one mile ride through the Como-Harriet Gen. Commencing this fall and winter, 1300's power trucks will undergo a complete overhaul and rebuild in anticipation of the upcoming '75 season.

## IT'S NOMINATION TIME, AGAIN!

The MTM's nominating committee, consisting of members Robert Schumacher, Loren Martin, and Russell Olson, will soon be meeting to choose a slate of Museum Officer candidates to stand for election at the MTM'S annual meeting in January, 1975. If you, as an active member of the MTM, wish to be considered for nomination to one of the offices, please contact one of these committee members by mail or phone.

R. Schumacher-8120 Emerson Ave. So. Bloomington, Minn. 55420-881/3047

L. Martin-3447 2nd St. N.E., Mpls., Minn. 55418 -789/4297

R. Olson-8212 Sheridan Ave. So., Bloomington, Minn. - 881/1019

## THE PRESIDENT'S MESSAGE

With the coming of what appears to be an early winter, the restoration and operation at the Lake Harriet site has ceased. However, our restoration work at the Como shops will continue on through the winter months.

There is much to do on the rebuilding and refitting of #265 and #100. I am confident that many members will be willing to spend some time (now that we don't have to mow the lawn) helping with these two major museum tasks. We need willing hands to perform the many jobs that need to be done. We will have the tools and materials required on hand--all you, as a member, need do is be willing and show up at the appointed hour.

So, to find out what is going on, and when, please call any of the following people:

Scott Heiderich	645-3333
Bob Renz	881-2702
Loren Martin	789-4297
Bill Graham	925-4806
George Isaacs	484-7512

And, If you can't reach one of these persons, try another. Hope to see you out at Como one of these weekends, soon.

George K. Isaacs  
President



## FREEDOM TRAIN'S A'COMING! by Ray Bensen, Sr.

The Biggest railroad thrill in many years is tentatively scheduled for 1975!

On August 5, 1974, MTM'ers Ray Jr. and Ray Sr. Bensen were invited to a continental breakfast and press conference aboard the 'Preamble Express' on track #7 at Burlington Northern Station, Minneapolis. As a forerunner of the projected steam-powered American Freedom Train which is being created in observance of the United States 1976 Bi-Centennial, the Express Special served a purpose of establishing plans at some 76 cities across the nation for exhibition stops ranging anywhere from two to ten days.

The 4-car Preamble Express-powered by leased Diesels (D&H GE unit in and out of Minneapolis) is an elegant collection comprised of a combination baggage-kitchen car, two lounge cars and a press-business car accommodating a staff of 12, plus operating crews. All equipment originated in commuter service on the Reading back in 1922. Johnson & Johnson (the Pharmaceutical people) acquired these cars in 1947 and remodeled them to pre-WW I decor. Lounge cars are furnished with plush furniture, electrified light fixtures, pull-type scalloped shades, drapes and upright piano. The rear press car-sporting a carpeted 9 ft. open-end observation platform with wicker furniture-includes a business office section and 20 individual desks, TV monitoring sets, screen and podium. We were treated with a seven minute informational film plus several slides of the original 1948 Freedom Train cross-country operation which included a stop at the Mpls. Milwaukee Station. (This original equipment was subsequently sold to the Lancaster & Chester Railway in South Carolina).

The Bi-Centennial American Freedom Train will depart Boston, Mass. in April 1975, and threading its way through New England, westerly across the Northern and Central regions of the U.S. to Los Angeles, Cal. by years end. The eastward journey returning in 1976 will span the Southern portion of the country arriving in Philadelphia by July 4 of that year. Later, its run will continue to Providence, R.I.

The Freedom Special will be a full 24-car train consisting of two power cars, tool car, dormitory car, theater car with extend-out stage, control center car, ten enclosed display cars, two glass enclosed display flat cars, press car, diner, three business cars and a lounge-observation car. And, at head-end will be two Berkshire steam locomotives (ex-Nickel Plate #763 and #755) each with regular and auxiliary tenders -(which are now in the process of back-shopping at Norfolk and Western at cost of more than \$100,000 each.) The total length of the train is 1948 feet!

The ten enclosed display cars will feature a selective collection of authentic historical memorabilia through which 1600 people per hour can be handled on 700 feet of moving walkways. One of the 93 ft. glass bubble flat cars will transport a replica of the 17,000 lb. Liberty Bell which is being cast by White-Chappel Foundry in London, England--this company made the original bell in 1775. The other 93 ft. glass bubble flat will display five historically outstanding transportation vehicles; a representative Conestoga Wagon, The 1820 steam locomotive, 'Best Friend of Charleston,' a 1902 Oldsmobile, the Lunar Rover type four wheeler of moon travel fame. Both glass cars will be brightly illuminated either while traveling or stationary.

FREEDOM TRAIN CONT.

Tentative appearance for the spectacular Freedom Train in Minnesota will be September 3 through 8, 1975 at the State Fair Grounds.

The American Freedom Train concept is sponsored by the nonprofit Massachusetts Foundation. Estimated costs of 12½ million for expenses incurred by both the advance Preamble Express and the Freedom Train will be financed by 5 Million already contributed by five American corporations; and 7½ million from private pledges along with anticipated sales of tickets (\$1.00 each), souvenirs, books, etc.

It should indeed be an inspirational experience to witness the spectacular operation of the Bi-Centennial great American Freedom Train powered by two sleek Berkshire steam locos as they pull triumphantly into the Twin Cities next year! All Aboard!

IT'S COMING TOO ----- ELECTRIC RAILWAYS OF MINNESOTA!

Work on MTM's first major publication has progressed to the point where the publication committee can now become more specific on major details. For example, coverage of this comprehensive work comprises: Twin City Rapid Transit Co. (52%) Duluth-Superior Traction Co. (19%), plus three gasoline-electric interurbans (6%), six industrial operations (2½%), two carbuilding firms 1½%, and five other properties (2%), -- the latter category including MTM's present reopened Como-Harriet Streetcar Line. Work on the final page layouts has begun, and this process is projected to produce a volume containing 500 to 525 pages with approximately 900 photographs. However, we cannot yet predict a firm publication date or price as these are wholly dependent upon a number of format decisions yet to be made and the inflationary spiral of today. One of the major decisions pertains to publication and distribution financing and a recommendation on this is expected to be ready for the November MTM Board of Directors meeting. Meanwhile, the publication committee is hard at work and will provide more specific information in the 'Gazette' as progress is made --- we're gettin' there!

R.L. Olson  
MTM Director

## OLD #1300

Old 1300 - an exceptional streetcar ---, Built well - and had lots of speed, Hauled people - all over Twin City Lines--, Painted yellow - served well it's need.

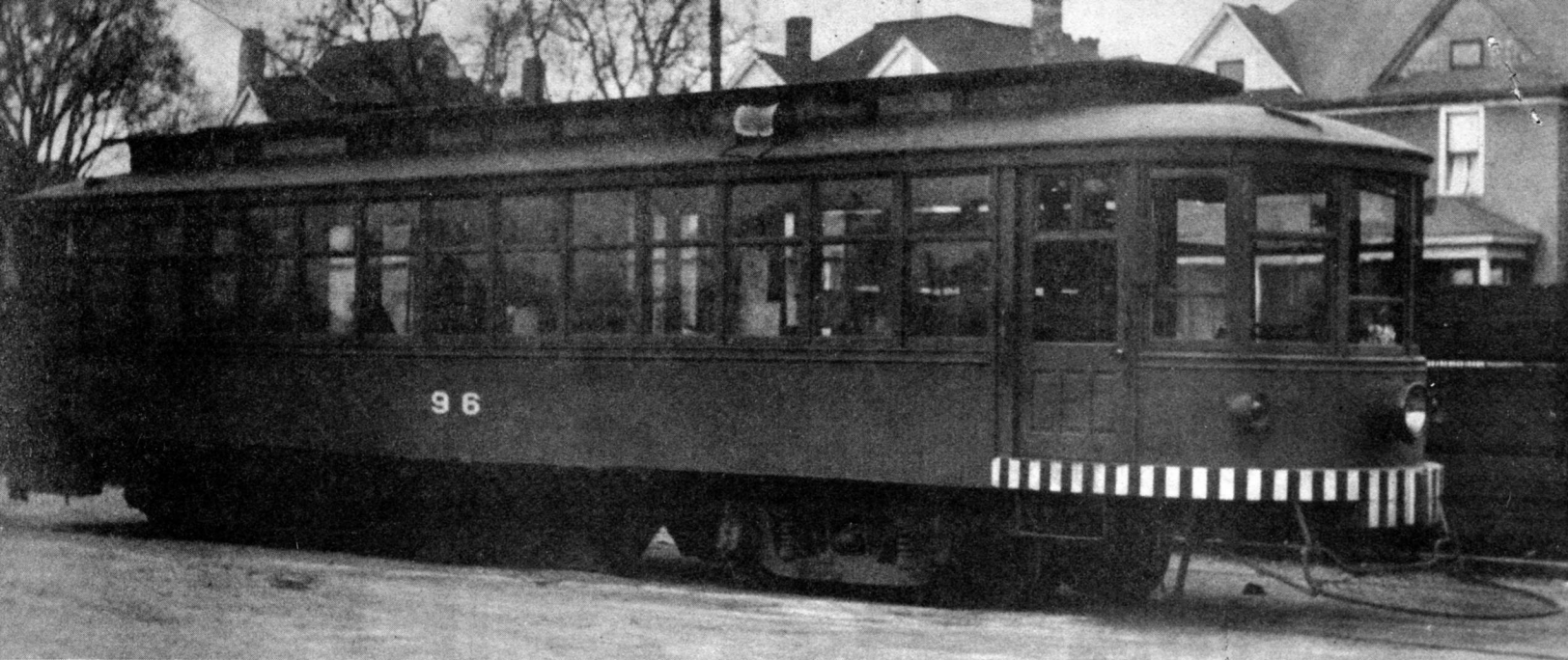
First - of the great 1300's - Built - in the Twin City Lines Shops, In service -- pleased all it's riders--Never known -- to make jerky stops.

Could make up time - lost in the rush hour--With a wide awake crew--at the controls, Who appreciated - it's capabilities - Because Old #1300--the kind that rolls.

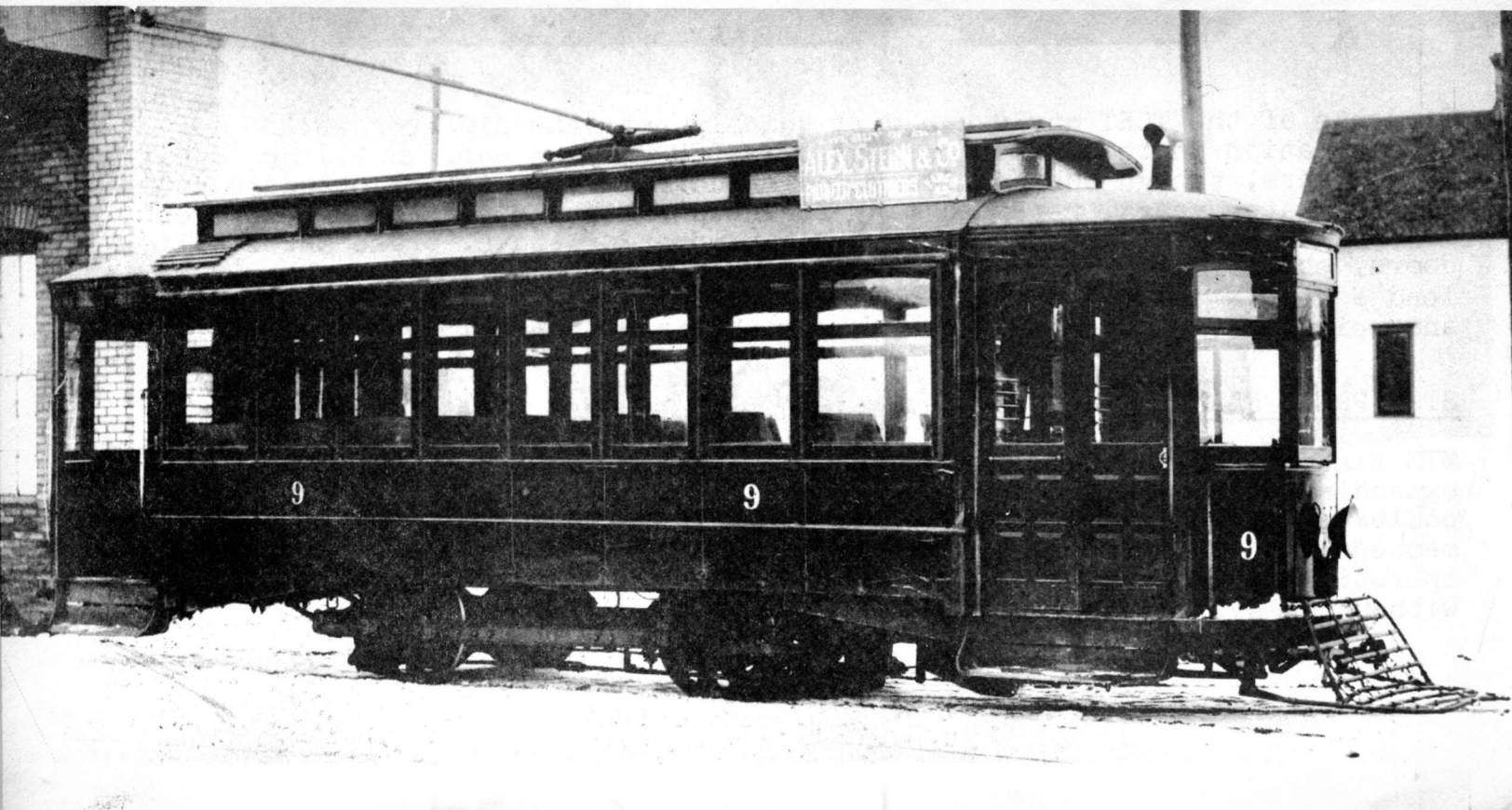
Old #1300 - now out of retirement - Proves - streetcar transportation was great--- No one - stood long - on a streetcorner ---- Streetcars -- seldom -- made people wait.

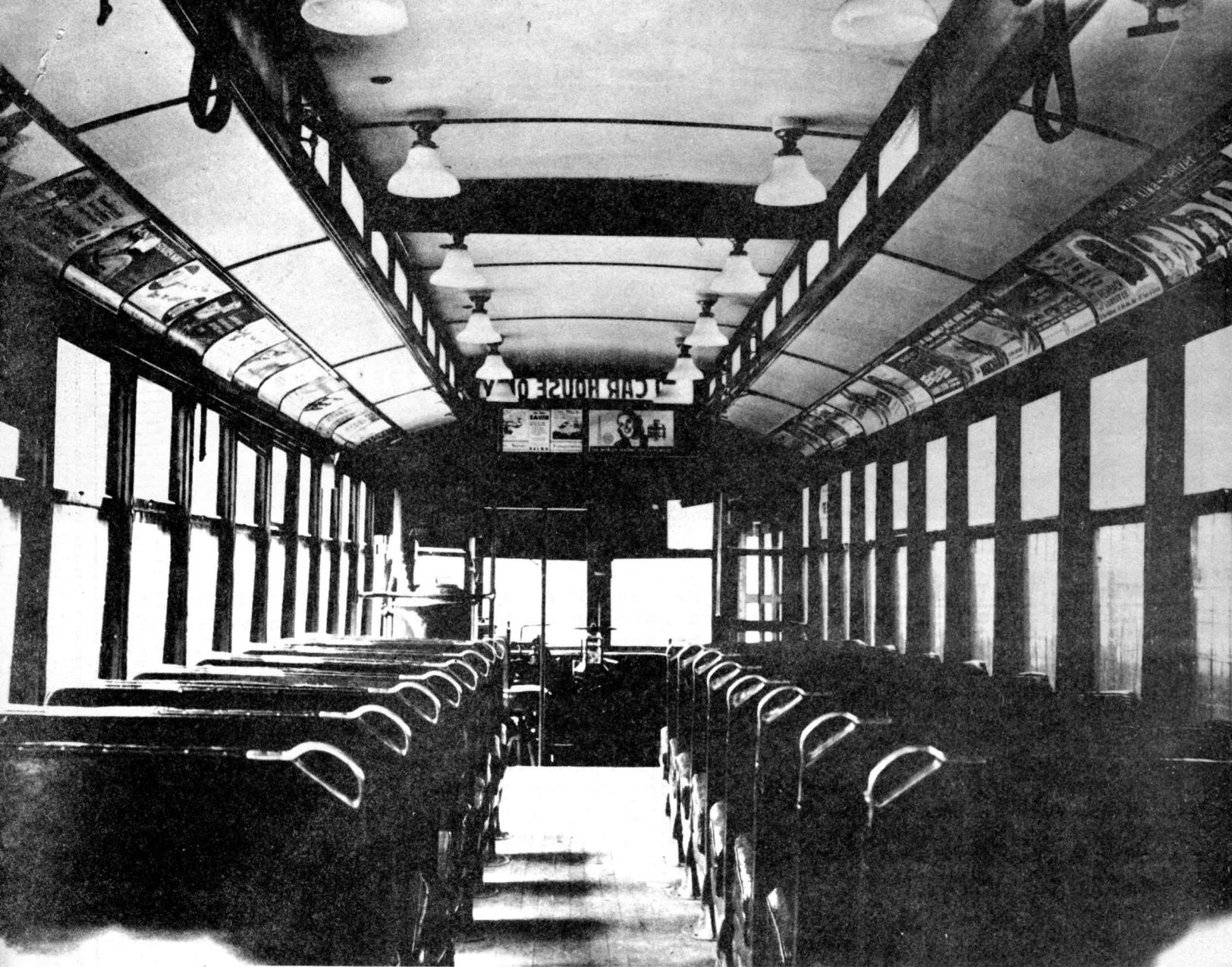
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ABOVE: -- WHAT IS IT? DEPT.! It ran on Twin Cities streets for decades; it looked somewhat like a standard gatecar -- but it wasn't! Several of MTM's technical fanatics will doubtless recognize #96 as the old TCL rail grinder. In 1938 ex-standard car #261 was converted to this configuration. Painted 'work-car red', the exterior of #96 was not otherwise altered. The interior however, was filled with rail-grinding machinery. In service until about 1950, #96 would regularly spend several weeks monotonously going up and down line polishing rough spots from the rail. She was scrapped in 1952. BELOW: -- Rare photo of Fargo-Moorhead Street Ry. Co. #9 - a 1905 product of the St. Louis Car Co. During the ascending years of the twentieth century the Twin Cities of the Red River Country possessed a fine trolley system.





Students of the TCRT style car will quickly note the differences in configuration in this interior view of a DSR one-man car. Snelling supplied Duluth cars, though substantially modified from the original standard gate-car plan in later years, retained many features which did not often survive in later Twin Cities one-man service -- the interior stove, brake wheel, sliding doors, etc. Yes! -- The work has begun to restore old #265; pitch in -- lend a hand -- lend a dollar -- pass out the accompanying flyer to your friends and neighbors. Let's get #265 back on the track soon!

#### STOP PRESS FLASH!

MTM Directors vote to add new Board Vice Presidency! Due to the ever expanding role of MTM operations, the Museum Board voted to institute the new position-- Vice President and Director -- Vehicular Restoration. Full MTM members with qualifications interested in this exciting sphere of Museum operations are urged to contact Museum President George Isaacs at 484-7512 -- without delay.



# MINNESOTA STREETCAR MUSEUM

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August 2021

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